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BEFORE THE
**GEORGIA ELECTRIC VEHICLE
STUDY COMMITTEE**

November 2, 2022



“Our state [must be] positioned to continue leading the nation in the rapidly growing electric mobility industry.”

- Governor Brian Kemp

- Problems and Business Needs
- Benefits and Risks
- Economics/Return on Investment

RaceTrac

About RaceTrac: Georgia's Own

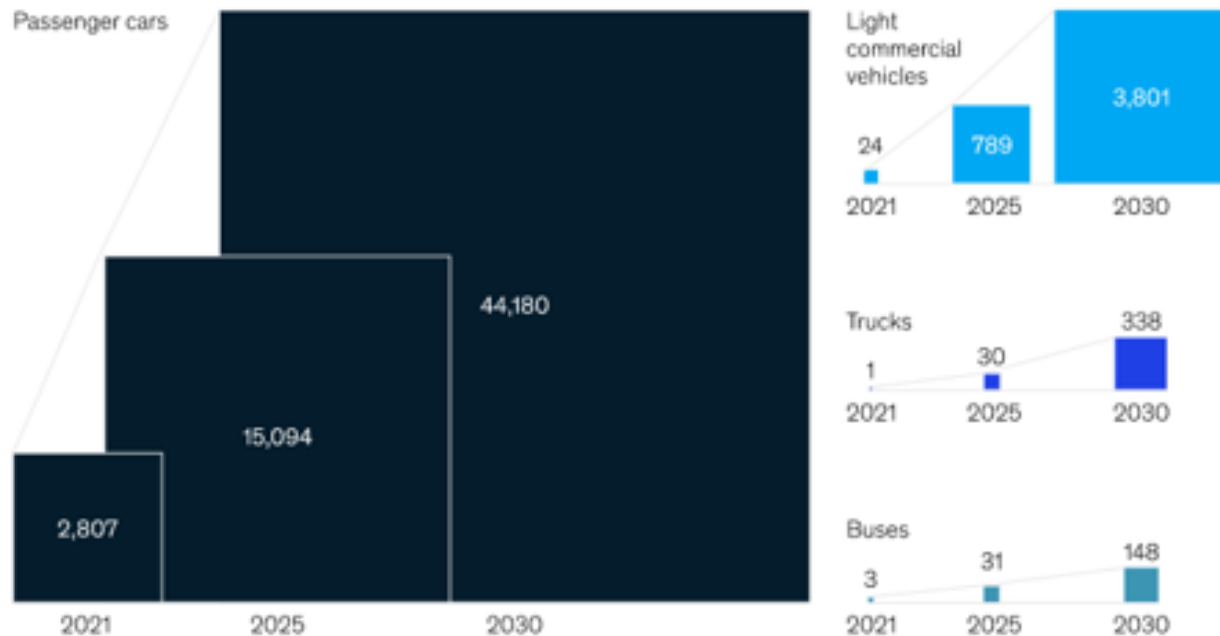


EV Business Case

PROBLEMS AND BUSINESS NEEDS

2022 - 3 Million EVs on the road today
2030 - Expected 35-45M passenger EVs on the road
 35-40% YoY Growth Rate through 2030

Electric-vehicle parc, by segment¹ growth, thousands of vehicles²

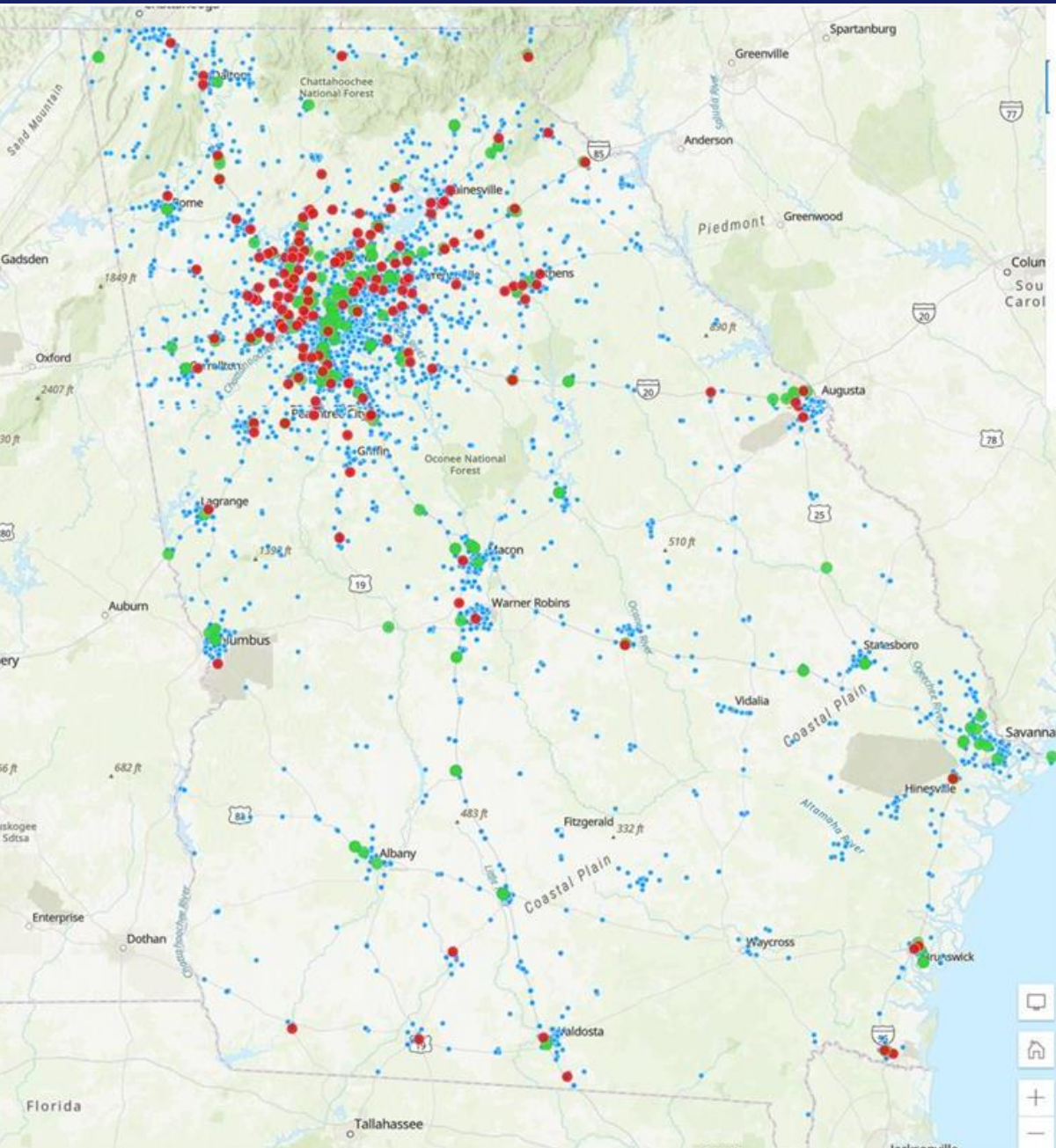


¹ Based on a scenario where zero-emissions vehicles (battery-electric vehicles, plug-in hybrid electric vehicles, fuel-cell electric vehicles) account for half the vehicles sold in the United States in 2030, in line with a federal target.

² Battery-electric vehicles and plug-in hybrid electric vehicles.

Source: McKinsey Center for Future Mobility

Refueling in Georgia



In Georgia:

**1 DCFC port per 61
EVs**

**1 Fuel Nozzles per
32 vehicles**

KEY

Fuel Retailers - **BLUE**

DC Fast Chargers - **GREEN**

RaceTracs - **RED**

Where Do YOU Want To Charge?



Where Do YOU Want To Charge?



Where Do YOU Want To Charge?





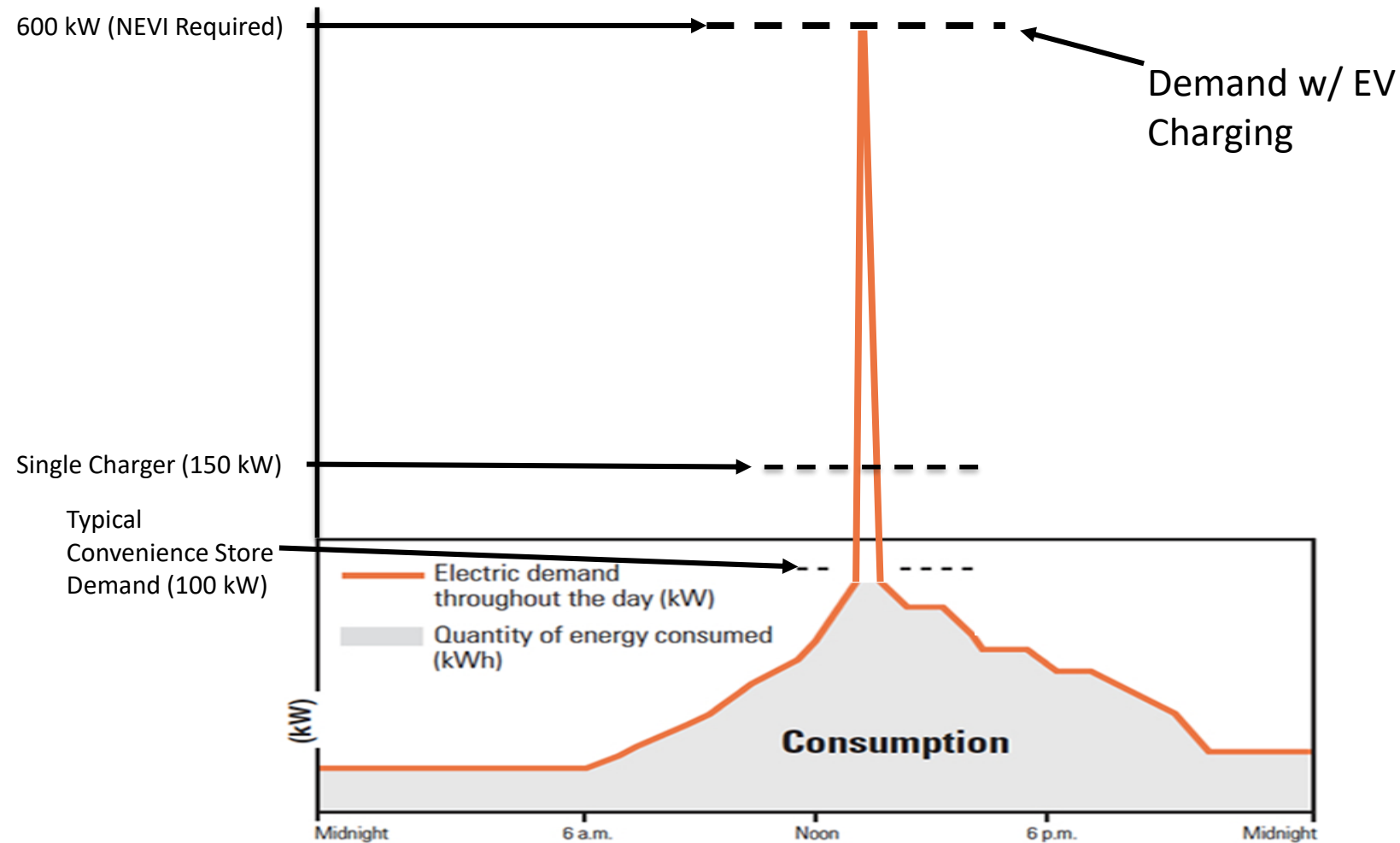
Where Do YOU Want To Charge?



EV Business Case

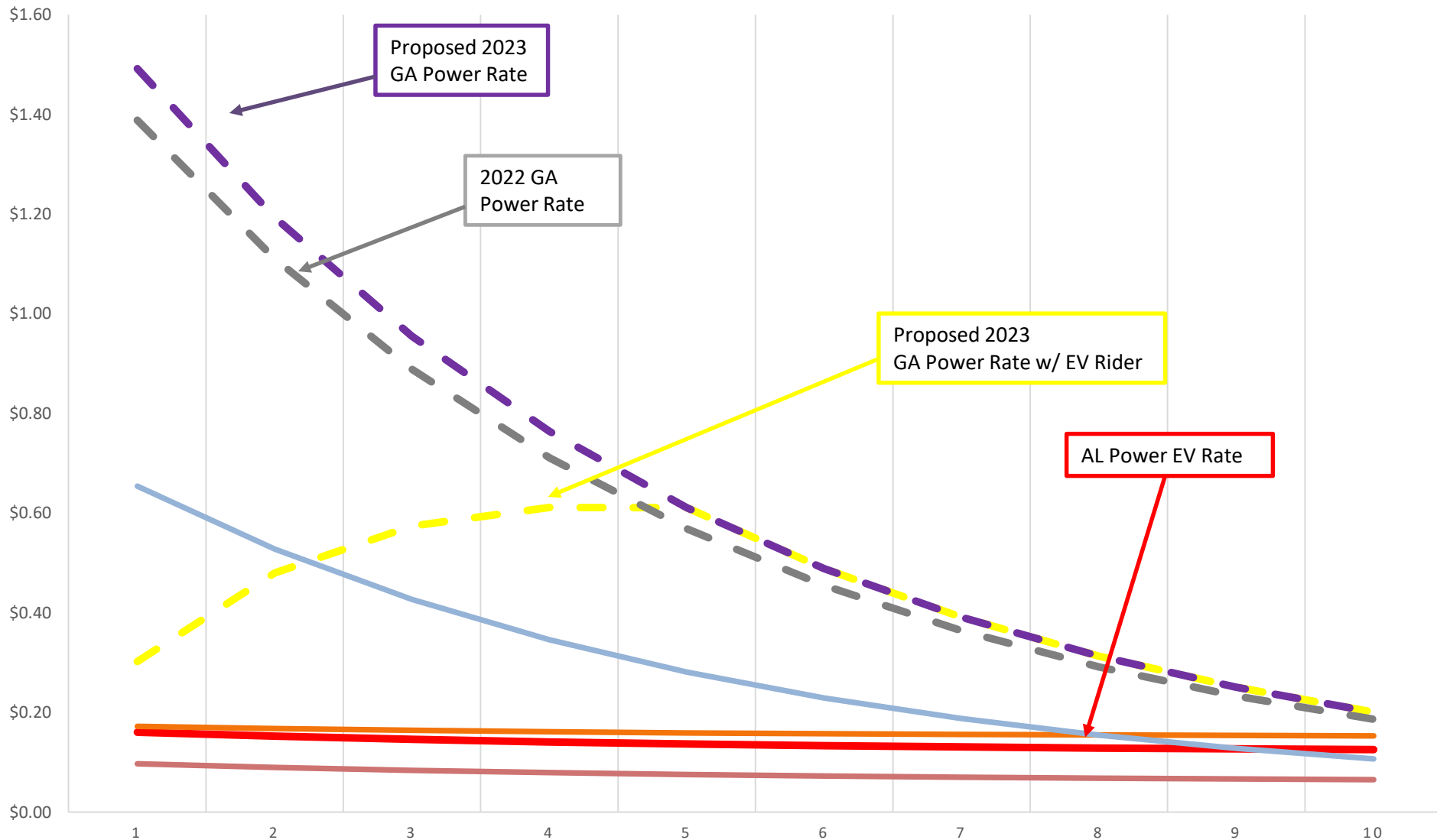
BENEFITS AND RISKS

What Charging Does to Demand





— FL P&L GSD-1EV
 — Alabama Power BEVT
 — Tampa Elect Co GS
 — Clarksville Dept of Energy CR
● GA PWR PLM-14 /w Rider
● GA PWR PLM-14
● GA PWR PLM-13

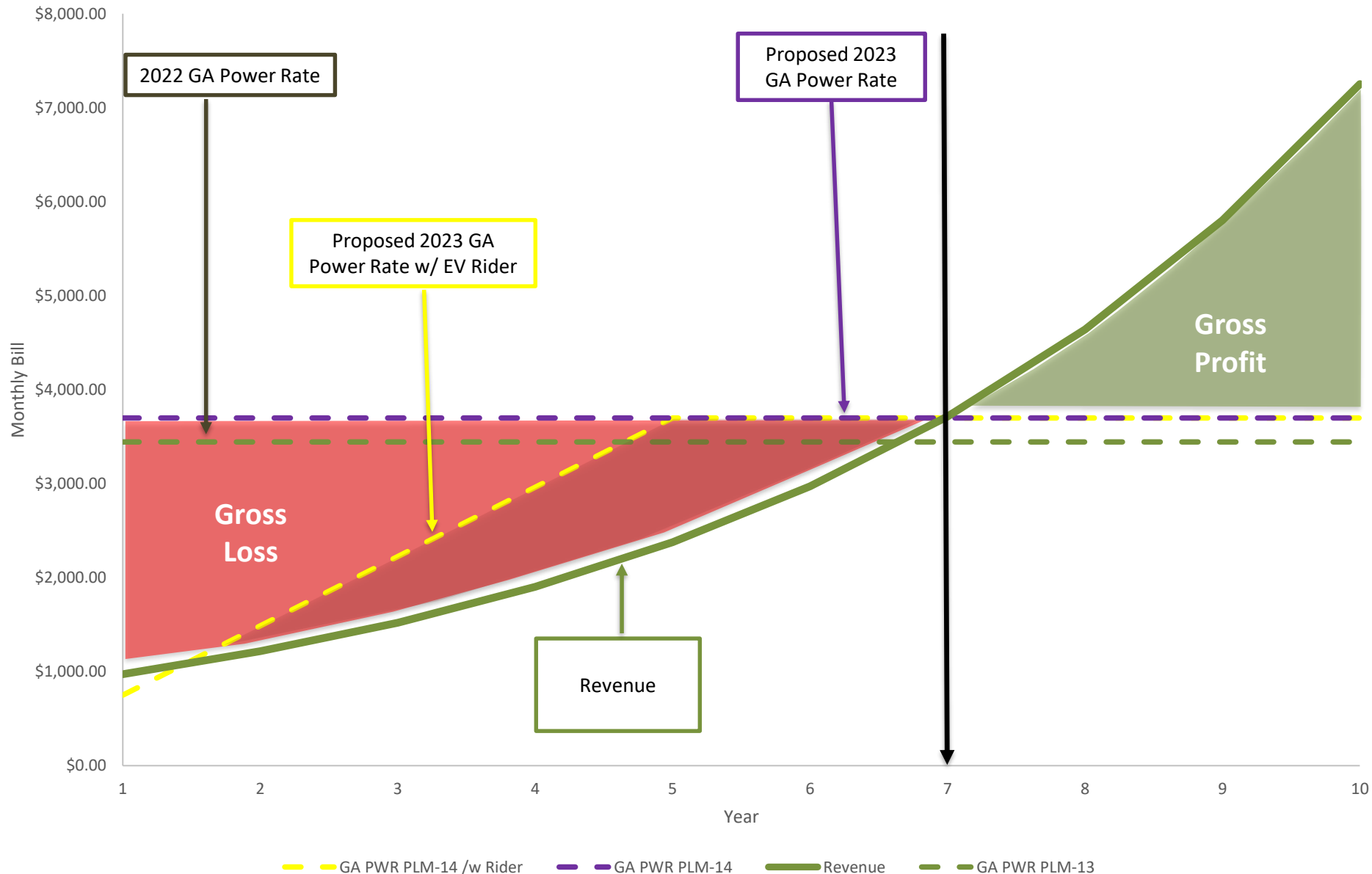


EV Business Case

**ECONOMICS/RETURN
ON INVESTMENT**

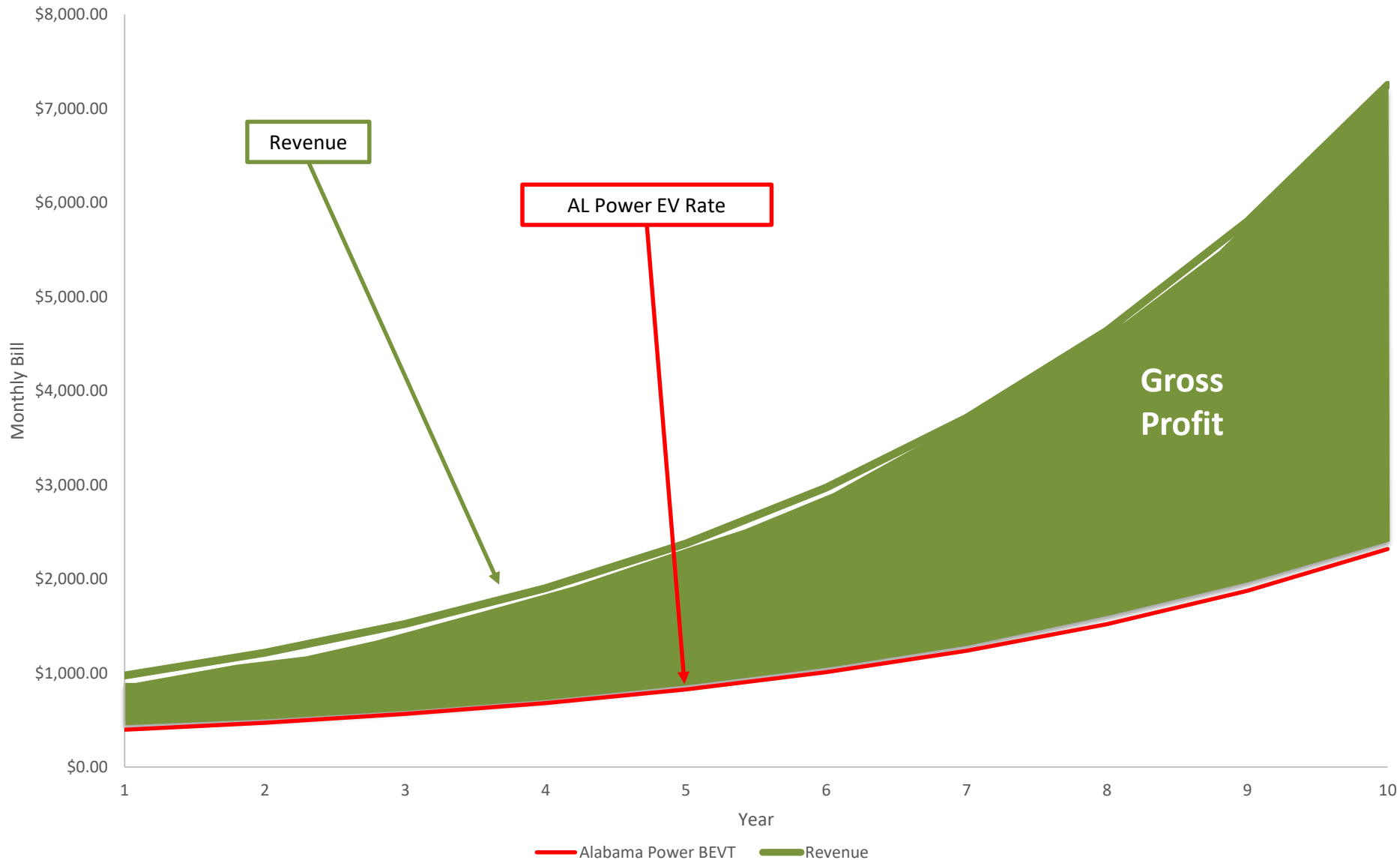
Where is the Business Case?

Utility Bill vs Revenue Comparison (NEVI 600 kW) (GA Power)



Where is the Business Case?

Utility Bill vs Revenue Comparison (NEVI 600 kW) (AL Power)



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- Leverage NEVI Funds: GDOT Plan
- Create a Competitive Market
- Create an Effective Charging Tariff
- No Rate Basing → Use Private Capital



Thank You!